

MAJ. J. W. PEGRAM ANSWERS CALL

A Prominent Insurance Man
Passes Away in Phil-
adelphia.

WAS A GALLANT SEAMAN

Served Confederacy Nobly on
the Nashville—Bring
Remains Home.

Major James W. Pegram, second vice-president of the Life Insurance Company of Virginia, for many years a prominent and well known citizen of Richmond, died yesterday at 11 A. M., at a private hospital in Philadelphia, whither he had gone for treatment several weeks ago. It has been known for several days that his condition was critical and on Monday a telegram from his son, Robert, who was with him, conveyed the information that the worst was feared.

With him in his last hours were his son, Robert B. Pegram, of Norfolk; his daughter, Miss Eliza W. Pegram, of this city; and his wife, Mrs. Eliza W. Pegram, nee Blackhall. Captain Pegram was nearly sixty-two years of age.

James W. Pegram was born in Norfolk, Va., February 13, 1843, being a son of Captain Robert Baker Pegram, an officer who attained distinction in the United States navy prior to the Civil War and afterwards in the Confederate States navy, having resigned his commission in the old navy to share the fortunes of his native State, and the Southern Confederacy, with which it had become allied.

Served on the Nashville.

Captain Robert Pegram, the father of James W. Pegram, was placed in command of the Norfolk navy yard after it fell into the hands of the Confederates, but a little later went to sea in command of the Confederate cruiser Nashville, which wrought great damage and destruction to United States merchantmen. In 1864 the elder Pegram went to England to purchase and direct the equipment of a naval squadron for the State, and was engaged in that work when the war ended. Returning to this country he became engaged in business in Norfolk. Two of the brothers of Robert Pegram, uncles of James W. Pegram, attained distinction in the Confederate service also, one of them, John Pegram, being graduated from West Point and serving in the Confederate army until killed at Hatcher's Run. William Johnson Pegram, another brother of the elder Pegram, entered the Confederate service and attained the rank of brigadier-general, but was killed near Petersburg just before the struggle closed. A cousin of James W. Pegram commanded the famous Pegram battalion.

James W. Pegram entered the Confederate naval service as a midshipman, having but recently entered the naval academy at Annapolis. Like his father, he cast his fortunes with his native State, and in the early part of the war served with his father on the cruiser Nashville. Later, he was transferred to other vessels and rendered efficient and valuable service, suffering a wound at the battle of Fort Fisher, N. C. He was one of the youth who contributed lustre to the record of the little navy of the Confederacy.

Able Insurance Man.

Ever since the close of the war, Captain Pegram had been engaged in the insurance business, first at Norfolk with his father, and later in Petersburg and Richmond, with the Life Insurance Company of Virginia, which he was one of the organizers. He came to Richmond from Petersburg, when the home office of the Life Insurance Company of Virginia was transferred to this city, and has resided here ever since. His long experience and ripe judgment made him of great value to the company, of which he was at the time of his death second vice-president. His son, Robert B. Pegram, followed his father's example in entering the insurance field and is now representing the Life Insurance Company of Virginia at Norfolk. The officials of that company yesterday, with their condolences to the family of Captain Pegram, and will in the proper way put on record their appreciation of the deceased official.

The Family Ties.

Major Pegram married Miss Eliza Walker Blackhall, daughter of Dr. George Blackhall, of Norfolk. She survives him with four children—Mrs. Arthur Servino, of this city; Mrs. Rufus Z. Johnson, wife of a naval officer; Miss Eliza Walker Pegram, of this city; and Mr. Robert B. Pegram, of Norfolk. His surviving brothers and sisters are Robert B. Pegram, of Memphis, Tenn.; George W. Pegram, of Petersburg; Mrs. W. A. Deas, of Richmond; and Mrs. M. Q. Holt, of Surry county, Va.

Major Pegram was a member of Lee Camp of Confederate Veterans and was a member of the Board of Directors of the Confederate Soldiers' Home, established by the camp. The camp will bestow honors upon the deceased officer at the funeral.

The body will be brought to this city for interment in Hollywood, but the arrangements for the funeral have not yet been completed. The body will probably arrive from Philadelphia early this morning.

Lee Camp has lost two distinguished members in the past two days. The Confederate flag over the camp hall was at half mast Monday in honor of Judge A. M. Kelley, and will be again half masted as a tribute of respect to Captain Pegram.

OBITUARY.

William H. Pierce.

Mr. William H. Pierce died Monday morning at his residence, No. 63 North Sixth Street, in the sixty-second year of his age. The funeral will be held at Grace Street Presbyterian Church at 3 o'clock this afternoon.

Mrs. A. B. Lightner.

(Special to The Times-Dispatch.)

STANTON, VA., Jan. 31.—Mrs. A. B. Lightner died at her residence, just west

of Staunton, this morning, after a short illness of pneumonia. The funeral will take place from the First Baptist Church to the Thorn-Rose Cemetery.

Mrs. K. C. Vandoren.

(By Associated Press.)

PULASKI, VA., Jan. 31.—Mrs. Kate C. Vandoren, prominent citizen of Pulaski and member of the Town Council, died here today from paralysis. A husband and two sons survive her.

Mrs. Mary Wickline.

(Special to The Times-Dispatch.)

STANTON, VA., Jan. 31.—Mrs. Mary Wickline, wife of Walter G. Wickline, died here this morning with consumption, aged forty-one. She is survived by her husband and three children.

Steamer Ashore.

(By Associated Press.)

AMSTERDAM, Jan. 31.—The British steamer Alba (Captain Cox, from Newport News, Va., January 1, for Antwerp) is ashore at Sandhoort, near Harlem (on the North Sea), and will be a total loss. The twelve members of her crew have gotten ashore, but twenty-five are still on board. Lifeboats are in attendance.

Barton Heights Council.

The Barton Heights Council will meet at 8 o'clock to-night at the engine house.

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Patent Applied For.

No. 507

THE REBATE CHECK CO.

OF AMERICA, (Inc.)

Issued to

No.

St.

One 1 Cent
The Rebate Check Co.
Not Good if Detached.

Two 2 Cents
The Rebate Check Co.
Not Good if Detached.

Five 5 Cents
The Rebate Check Co.
Not Good if Detached.

Ten 10 Cents
The Rebate Check Co.
Not Good if Detached.

Twenty-five 25 Cents
The Rebate Check Co.
Not Good if Detached.

Ten 10 Cents
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Ten 10 Cents
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Ten 10 Cents
The Rebate Check Co.
Not Good if Detached.

It's Just as Good
as Finding Money!

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REBATE CHECKS, Headquarters All This Week At OLD BIJOU THEATRE.

About 200 Richmond Merchants,
As Well as a Number in Manchester,

have entered into a cash discount agreement, and it is this banding together of the trade-builders of these cities which makes this great offer possible. These wise merchants have adopted the Rebate Check system, and trading with them means money in your pocket on everything you buy.

Ten cents' worth of Rebate Checks is just as good as a dollar when tendered to one of these merchants as per our system, which is described below, and one dollar is equal to ten.

When you pay your butcher two dollars for meat he will give you back ten cents for a little coupon that costs you only one cent. The same is true of the baker, the coal man, the jeweler, the shoe man and all the other people with whom you trade.

The Plan Works This Way:

The Rebate Check Company of America have inaugurated a system of rebate checks. You can buy from them a book of checks, the face value of which is \$10.00, for only \$1.00. This book of checks is then good for its face value, \$10, with any merchant of Richmond or Manchester, who joined the rebate band on the basis of a 5 per cent. discount from the regular price of his goods. For instance, instead of paying the merchant \$2 in money you would pay him \$1.90, and give him a 10 cent check from your book. The check would cost you one cent, and your net profit on the transaction would be nine cents. If your bill with the merchant came to \$10 you would pay him \$9.50 in money and 50 cents' worth of your checks, as the 50 cents' worth of checks would have cost you only 5 cents, your net profit would be 45 cents.

One of the chief objects of the rebate check system is to encourage you to pay cash for whatever you purchase, which guarantees to you the lowest cash prices, prevents you from frequently paying twice for your goods and besides gives you an extra discount of 5 per cent. The merchant, who is willing to give you a discount of 5 per cent. shows plainly that he wants and appreciates your trade, and that is sure evidence that he will treat you right to hold it. For that reason, aside from the rebate check it will pay you to trade with those who accept the checks. That leaves your checks as a clear profit. The list of merchants published in The Times-Dispatch is not entirely complete, as a number of others have signified their intention of joining the rebate band. The list will be open a few days longer for those who wish to add their names to the number who have decided to adopt this newest plan of business building.

What American National Bank Will Do.

The American National Bank of Richmond has agreed to accept rebate checks in the following way:

Any man, woman or child who desires to open a savings account with this bank can take to them 75c in money and a 25 cent rebate check from one of the \$10 books that can be bought for a dollar, and the bank will open the account and give the person credit for \$1. In that way 75 cents is worth just as much as a dollar. A separate account can be opened for each member of the family if desired. Now, suppose there are four people in the family, and an account is opened for each one. The book of rebate checks costs \$1. Twenty-five cents saved on each account opened. The book is paid for with the saving on the four accounts, and there are \$9 worth of checks left in the book. The bank, of course, reserves the right to reject any undesirable account.

Spend Your Money

with the merchants who accept Rebate Checks.
It means money in your pockets if you do it.

Rebate Check Books

can be bought also at J. B. WOOD'S Cigar and Confectionery Store, under Murphy's Hotel Annex

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CANAL ZONE UNDER CONTROL OF PRESIDENT

Committee Recommends Bill
Abolishing Panama
Commission.

(By Associated Press.)

WASHINGTON, D. C., January 31.—The House Committee on Interstate and Foreign Commerce today authorized a favorable report on the Mann bill, abolishing the Panama Canal Commission and placing the government of the canal zone entirely in the hands of the President.

The President is authorized through one of the executive departments to construct the canal; also to employ such persons as may be needed, and fix their compensation. The act creating the Isthmian Canal Commission is reported.

Added to the bill as an amendment is the bill introduced by Mr. Mann providing for the acquisition by the Government of 1,000 shares of the stock of the Panama Railway Company, now held by private ownership.

Mr. Shackelford (Democrat, Missouri), will file a minority report representing his

views on the matter, and Mr. Adamson (Democrat, Georgia) reserved the right to file minority views regarding the condemnation of the railroad stock.

United States Makes Protest.

(By Associated Press.)

HAVANA, Jan. 31.—The United States, on behalf of the American Cotton Manufacturers Association, has protested against the ruling of the Cuban Treasury Department, rendering ineffective McKinley's order of March 11, 1901, giving admittance to Cuba to preferential rates of cotton fabrics, certain weight and width manufactured by American looms.

Pewee gulls; wears longer; Devoe.

CASTORIA.

The Kind You Have Always Bought

Bears the Signature of

DEATHS.

PIERCE.—Died, Monday morning, January 30th, at his residence, 610 N. Sixth Street, in the sixty-second year of his age, WM. H. PIERCE. The deceased is survived by his wife and two sons.

Funeral will take place from Grace Street Presbyterian Church at 3 P. M. TO-DAY.

PEGRAM.—Died, at 11 A. M. January 31st in Philadelphia, JAMES W. PEGRAM.

Funeral notice later.

MUNYON'S PAW-PAW

Get a Bottle today. If it cures I will refund your money. Munyon, Phila.

If you are nervous, if you can't sleep, if you are bilious or constipated or have any stomach or liver ailment, don't fail to use Paw-Paw.

Curse Catarrh

Get a Bottle today. If it cures I will refund your money. Munyon, Phila.

EFFORT MADE TO SECURE OPTIONS

New Turn in Seaboard Air Line
Affairs Arouses Much
Speculation.

(Special to The Times-Dispatch.)

BALTIMORE, Md., January 31.—An effort to secure options on the stock of the Seaboard Air Line was a new departure in the many turns which have lately taken place in the affairs of this property. The request was reported to have come from the Protective Committee, composed of Messrs. Gustavus Ober, H. A. Orrick, Simon Stein, F. B. Hamilton and Townsend Scott.

An agreement for a ten-day option with the name of the party to whom the option was made left blank, was circulated in local financial circles. The prices named were 2½ for the common stock

and 2½ for the preferred stock. Accompanying this request for an option came a report that the Protective Committee, which is credited with controlling between 50,000 and 75,000 shares, had made a deal to sell the whole block at the figures named in the option, plus a commission of 2½ per cent.

Much Speculation.

The reports varied as to who was the purchaser. One highly interesting suggestion was that the stock would go to the syndicate that is back of the new financial plan outlined yesterday by Mr. John Skelton Williams. It was said that Mr. C. Morton Stewart, chairman of the recently formed committee to oppose the Blair plan, was in New York to-day with Mr. Williams in connection with this proposition.

Another suggestion was that the stock was wanted by a syndicate representing the Rock Island railroad, which is represented in the Blair plan by Ladsburg

Thalmair & Co., and was needed to enable that syndicate to work out in control of the Seaboard Air Line when the new Blair plan was consummated.

Still another report was that the effect of the purchase of such a block of stock would be to bring about an alliance which would render the proposed plan of the Blair interest unnecessary.

Mr. Gustavus Ober, chairman of the local Protective Committee, leaves for New York to-night, and will be in Europe to-morrow for a three-months' trip abroad. This fact is taken as a confirmation that the committee has decided just what it is going to do, as Mr. Ober has been one of the most active men on it. He refused to make any statement to-day in regard to the various reports.

Other members of the committee were equally guarded, but all were an air of mystery and expectancy.

Rumors that developments were impending in Seaboard Air Line caused an active demand for the stocks of the company, in which the sales of the common stock led. Prices were higher in consequence.

Another phase of the Seaboard situation is announcement made in the advertising columns of the Baltimore News by the Ryan-Blair committee that more than a majority of the stock had been deposited under the plan proposed by that committee.

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